differential unit (2) which are operationally connected with each other via output gears (8) and differential gears (7), wherein the angular-contact ball bearings are unilaterally loadable double-row tandem angular-contact ball bearings (16,17) which each include a one piece inner bearing ring (18) with inner races and a one piece outer bearing ring (19) with outer races and which face each other in an O-arrangement,

wherein the races of each of the two angular-contact ball bearings have different diameters and different pressure angles, whereby the inner bearing ring (18) and the outer bearing ring (19) of each of the two angular-contact ball bearings (16, 17) include shoulders (20, 21).

Please cancel claims 2-5.

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6. (Twice Amended) Differential according to Claim 1, wherein the inner ring (18) of the second double-row tandem angular-contact ball bearing (17) is supported in an axial direction with a deformable sleeve (25) acting against an end of a shank (15) of the bevel-pinion shaft (5).

REMARKS

Applicant: Jacob et al.
Application No.: 09/763,980

Claims 1 and 6 remain pending in this application, as amended. Claims 1 and 6 have been amended as noted, and are believed to be in condition for allowance. No new matter has been introduced into the application by these amendments.

If the Examiner believes that any additional minor formal matters need to be addressed in order to place the present application in condition for allowance, the Examiner is invited to contact the undersigned at the Examiner's convenience.

In view of the foregoing amendment and remarks, Applicants respectfully submit that the present application, including claims 1 and 6, is in condition for allowance and a notice to that effect is respectfully requested.

Respectfully submitted,

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MARKED-UP CLAIM AMENDMENTS UNDER 37 CFR §1.121

1. (Twice Amended) Differential for a motor vehicle with a bevel-pinion shaft (5) which is supported in a drive housing (1) by two spaced and axially pretensioned angular contact ball bearings and which, through a bevel pinion (4) and a ring gear (6), drives a differential unit (2) mounted in the drive housing (1), axle shafts (9) being supported in the differential unit (2) which are operationally connected with each other via output gears (8) and differential gears (7), wherein the angular-contact ball bearings are unilaterally loadable double-row tandem angular-contact ball bearings (16,17) which each include a one piece inner bearing [race] ring (18) with inner races and a one piece outer bearing [race] ring (19) with outer races and which face each other in an O-arrangement,

wherein the races of each of the two angular-contact ball bearings have different diameters and different pressure angles, whereby the inner bearing ring (18) and the outer bearing ring (19) of each of the two angular-contact ball bearings (16, 17) include shoulders (20, 21) [and the first tandem angular-contact ball bearing (16) positioned next to the bevel pinion (4) of the bevel-pinion shaft (5) is larger than the second bearing (17)].

6. (Twice Amended) Differential according to Claim 1, wherein the inner ring (18) of the second double-row tandem angular-contact ball bearing (17) is supported in an axial direction [against] with a deformable sleeve (25) acting against an end of a shank (15) of the bevel-pinion shaft (5).